

BOMBAY ACT No. LII OF 1918.<sup>1</sup>

[THE GAEKWAR OF BARODA CEDED LANDS LAWS ACT, 1918.]

[25th May, 1918.]

An Act to declare the law in force in certain territory ceded for the purposes of the B.B. & C. I. Railway.

WHEREAS His Highness the Gaekwar of Baroda has from time to time ceded to the Government of India certain territory for the purposes of the Bombay, Baroda and Central India Railway; And whereas by <sup>2</sup> Bombay Act Bom. Act I of 1862. No. I of 1862 (*an Act for bringing under the Regulations and Acts certain lands ceded by His Highness the Gaekwar for railway purposes*) the territory mentioned in the schedule annexed to that Act was included in the zila of Surat and made subject to the Regulations and Acts in force in the presidency of Bombay; And whereas certain territory has similarly been ceded since the passing of the said Act; And whereas the Governor General in Council has, by 5 & 6 Geo. 5, c. 61. notification under section 60 of the Government of India Act, 1915, declared the territory mentioned in the schedule annexed to this Act to be part of the presidency of Bombay; And whereas it is expedient to include the said territory in the district of Surat and to declare the law in force therein; And whereas the previous sanction of the Governor General required by sub-section 5 & 6 Geo. 5, c. 61. (2) of section 79 of the Government of India Act, 1915, has been obtained for the passing of this Act; It is hereby enacted as follows:—

1. The territory mentioned in the schedule shall, for the purposes of civil and criminal justice and for all purposes of the administration, form part of the district of Surat. Territory mentioned in schedule to be part of Surat district.

2. All enactments made by any authority in British India and all notifications, rules and orders issued or made under such enactments, which immediately before the commencement of this Act were in force in the district of Surat, shall be deemed to be in force in the said territory. The said territory to be subject to enactments in force in Surat district.

THE SCHEDULE.

Description and boundaries of the land:—

The piece or parcel of land measures in superficial area 23·1540 acres, be the same more or less, situated in the village of Bilimora in the Gandevi taluka of the Navsari prant of his highness the Gaekwar's territory and extends in a northerly direction from mile 135 and 3,128 feet on the main line of the Bombay, Baroda and Central India Railway to mile 136 and 4,440 feet, the said land and its varying width being more particularly delineated on the ferroplan No. 37704 of the chief engineer of the railway, which plan is

<sup>1</sup> For Statement of Objects and Reasons, see Bombay Government Gazette, 1918, Pt. V, p. 258; and for Proceedings in Council, see *ibid*, 1918, Pt. V, p. 556. The short title was given by Bom. Act 2 of 1921, *infra*.

<sup>2</sup> Vol. II of this Code.

deposited in the office of the secretary to the government of Bombay in the political department, and the said land is bounded as follows:—

*On the north* by that part of the railway bridge over the Ambica river which lies within the boundary of the village of Ambica Bhatha;

*On the south* by the railway land in the village of Dessara in the Gandevis taluka of the Navsari prant of his highness the Gaekwar's territory;

*On the east* by the bed of the Ambica river from the point where the railway bridge over the Ambica river meets the boundary of the village of Ambica Bhatha to the southern abutment of the said bridge, thence by waste land on which are a few scattered huts to about chainage 136 mile and 3,500 feet, thence by a cluster of huts and houses known as the Talod Falia of the Bilimora village to chainage 3,000 feet, thence by waste land to chainage 2,200 feet, thence by cultivated land to chainage 1,400 feet, thence by babul jungle to mile 136, thence by land occupied by the Bilimora-Kalamba Railway;

*On the west* by the Dessara-Bilimora metalled road from chainage mile 135 and 3,128 feet to its junction with the approach road to the Bilimora station from the Bilimora village, thence by a triangular plot of private land, on which is an oil mill, to level crossing No. 108 (chainage mile 135 and 4,041 feet), thence by a metalled road to level crossing No. 109, thence by a fair-weather cart track to a 20 feet arched culvert of one span, No. 366 (chainage mile 136 and 2,549 feet), thence by waste land to the southern abutment of the railway bridge over the Ambica river (chainage mile 136 and 4,009 feet), thence by the bed of the Ambica river to the point where the said bridge meets the boundary of the village of Ambica Bhatha.

#### BOMBAY ACT No. IV OF 1918<sup>1</sup>.

[THE BOMBAY MEDICAL (AMENDMENT) ACT, 1918.]

[10th September, 1918.]

An Act further to amend the Bombay Medical Act, 1912.

WHEREAS it is expedient further to amend the <sup>2</sup>Bombay Medical Act, Bom. Act VI of 1912, in manner hereinafter appearing; It is hereby enacted as follows:—

Short title.

1. This Act may be called the Bombay Medical (Amendment) Act, 1918. Bom. Act

Amendment  
of section 2  
of Bom. VI  
of 1912.

2. For section 2 of the <sup>2</sup>Bombay Medical Act, 1912, the following shall VI of 1912.  
be substituted, namely:—

[*Supra.*]

<sup>1</sup>For Statement of Objects and Reasons, see Bombay Government Gazette, 1918, Pt. V, p. 42; for Report of Select Committee, see *ibid.*, 1918, Pt. V, p. 697; and for Proceedings in Council, see *ibid.*, 1918, Pt. V, pp. 555 and 855.

<sup>2</sup> *Supra.*